

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

September 30, 2009
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park,
Vice Chair
Councilwoman Robin Barker, Apache Junction
Vice Mayor Ken Weise for Mayor Marie
Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
* Councilman Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Acting Mayor Michele Kern, El Mirage
* President Clinton Pattea, Fort McDowell
Yavapai Nation
* Mayor Jay Schlum, Fountain Hills
* Mayor Ron Henry, Gila Bend
* Governor William Rhodes, Gila River Indian
Community
Mayor John Lewis, Gilbert
* Mayor Elaine Scruggs, Glendale

Vice Mayor Georgia Lord for Mayor James M.
Cavanaugh, Goodyear
Mayor Yolanda Solarez, Guadalupe
Supervisor Mary Rose Wilcox, Maricopa Co.
Mayor Scott Smith, Mesa
* Mayor Vernon Parker, Paradise Valley
Mayor Bob Barrett, Peoria
+ Vice Mayor Gordon Mortenson for Mayor
Arthur Sanders, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor Jim Lane, Scottsdale
Mayor Lyn Truitt, Surprise
* Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor Kelly Blunt, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
* Victor Flores, State Transportation Board
Roc Arnett, Citizens Transportation Oversight
Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Vice Chair Thomas Schoaf at 5:05 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Vice Chair Schoaf noted that Councilwoman Peggy Neely, Councilwoman Robin Barker, Mayor Bob Barrett, Mayor Kelly Blunt, Mayor Boyd Dunn, Mayor Jim Lane, Mayor Lyn Truitt, and Mr. Roc Arnett were participating by teleconference. Vice Chair Schoaf said that Vice Mayor Ken Weise, who was attending the meeting as proxy for Mayor Marie Lopez Rogers, was participating via videoconference. Vice Chair Schoaf welcomed back Mr. Arnett to the Regional Council, and he introduced Vice Mayor Georgia Lord as proxy for Mayor Jim Cavanaugh.

Vice Chair Schoaf introduced Acting Mayor Michele Kern from the City of El Mirage, and presented her with her Regional Council membership certificate.

Vice Chair Schoaf noted that for agenda item #6, a revised status report on projects funded by the American Recovery and Reinvestment Act of 2009 was at each place.

Vice Chair Schoaf requested that members of the public who would like to comment fill out a blue public comment card for Call to the Audience or a yellow public comment card for Consent Agenda items or items on the agenda for action. Parking garage validation and transit tickets for those who used transit to attend the meeting were available.

3. Call to the Audience

Vice Chair Schoaf noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Vice Chair Schoaf noted that no public comment cards had been turned in.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest to the MAG region. He noted that the MAG transportation public meeting to review the changes to the MAG Regional Transportation Plan 2010 Update, the MAG FY 2011-2015 Transportation Improvement Program, the Regional Freeway Program and the Regional Transit Program is scheduled for October 13, 2009, at 5:00 p.m. in the MAG Saguaro Room. Mr. Smith stated that MAG Transportation Policy Committee Chair, Mayor Marie Lopez Rogers of Avondale, will chair the public meeting.

Mr. Smith noted that the MAG Certification Review of MAG's planning process, which is federally required to occur every four years, is scheduled for November 3-5, 2009. He reported that in preparation for the Certification Review, the September 21, 2009, Executive Committee agenda included an item on the transit roles and responsibilities. Mr. Smith stated that the Executive Committee recommendation to the Regional Council that MAG assume the role of programming federal transit funds, is on the consent agenda. Mr. Smith stated that the Executive Committee also conducted a review of the Regional

Rideshare and Trip Reduction Programs and recommended more coordination of the programs. He said that staff will report back to the Executive Committee on ways to operate more efficiently.

Mr. Smith reported that the Office of the Auditor General has sent a letter to MAG that it has begun scoping work on the consultant they are going to hire for the legislatively mandated 2010 Performance Audit of the Regional Transportation Plan. He commented that MAG needs to be prepared for its audit by examining its planning processes.

Mr. Smith stated that October is Domestic Violence Awareness Month, and MAG is celebrating ten years of making a difference through the Regional Domestic Violence Council. He reported that President Diane Enos, Chair of the Regional Domestic Violence Council, attended a press conference of about 45 attendees on September 29 at the Sojourner Center to commemorate the achievements of the Council and to focus on the work remaining to be done. Mr. Smith thanked The Arizona Republic, the Arizona Department of Economic Security, Governor Brewer's Office, and Saint Luke's Health Initiative for their financial support. He announced that Saint Luke's just awarded MAG a \$25,000 grant to develop a new plan to end domestic violence.

Mr. Smith stated that MAG will host the 2009 National Association of Regional Councils Executive Directors Conference on October 4-6, 2009, at the Sheraton Hotel in downtown Phoenix. He announced that MAG Transportation Policy Committee Chair Mayor Marie Lopez Rogers will introduce the keynote speaker, FHWA Administrator and former ADOT Director Victor Mendez. Mr. Smith stated that MAG's Chair, Councilwoman Neely, will welcome the group to the MAG region and Arizona, and Mayor Scott Smith from Mesa, Mayor Walkup from Tucson and Mayor Hickenlooper from Denver, will be presenters at the conference. Vice Chair Schoaf thanked Mr. Smith for his report. No questions for Mr. Smith from the Council were noted.

5. Approval of Consent Agenda

Vice Chair Schoaf noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H were on the Consent Agenda. He noted that no public comment cards had been received. Vice Chair Schoaf asked members if they had questions or requests to hear an item individually. No requests were noted.

Mayor Schwan moved to approve the Consent Agenda. Mayor LeVault seconded, and the motion passed unanimously.

5A. Approval of the July 22, 2009, Meeting Minutes

The Regional Council, by consent, approved the July 22, 2009, meeting minutes.

5B. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2010 Arterial Life Cycle Program

The Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan

2007 Update, and the FY 2010 Arterial Life Cycle Program. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was approved on June 24, 2009. Since that time, there have been requests from member agencies to modify projects in the program. The project change requests related to ADOT projects include new sign and pavement preservation projects, and financial adjustments to American Recovery and Reinvestment Act (ARRA) funded projects. The majority of local projects being amended or modified into the FY 2008-2012 TIP are paving dirt road projects. These projects were previously approved by the Regional Council to be amended into a draft TIP. Project changes are needed for local projects in the FY 2010 ALCP to align with the FY 2008-2012 TIP. Due to the timing of producing the FY 2011-2015 TIP, it is necessary to amend/modify the paving and ALCP projects in the current TIP for projects to begin. The Transportation Review Committee and the Management Committee recommended approval of the requested changes. Included in the Project Change item and noted on page six of the attachment under the table titled "New Requests," are eight projects that were heard for the first time at the Transportation Policy Committee (TPC) meeting on September 23, 2009. The one freeway project is dependent on the Regional Council action for the prioritization of the ARRA-Highway funds. The transit projects were recommended for modification/amendments to ARRA-Transit funds by the RPTA Board on September 17, 2009.

5C. Central Mesa Light Rail Transit Locally Preferred Alternative

The Regional Council, by consent, approved the Central Mesa locally preferred alternative as Phase I, which includes light rail transit on a Main Street alignment to the east side of Mesa Drive in accordance with the Regional Transportation Plan (RTP) and the consideration of the Phase II recommendations for future funding consideration as an "illustrative project" in the next RTP update. On June 17, 2009, the METRO Board of Directors approved a locally preferred alternative (LPA) resulting from the alternatives analysis on the technology and alignment to extend high capacity transit improvements in the Central Mesa corridor. The LPA included a light rail transit (LRT) extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. In addition, METRO also approved forwarding Phase II recommendations to MAG for future funding consideration, which included a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK Bus Rapid Transit to match LRT. The Mesa City Council approved these recommendations on May 18, 2009. The MAG Transportation Review Committee, the Management Committee, and the Transportation Policy Committee recommended approval.

5D. Acceptance of the Interstates 8 and 10-Hidden Valley Transportation Framework Study

The Regional Council, by consent, accepted the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; accept the findings and implementation strategies as

described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; recommend the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and coordinate this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities. As a follow-up to the Interstate 10-Hassayampa Valley Framework Study, MAG and its funding partners, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa, recognized the need to extend framework planning into southwestern Maricopa County and western Pinal County. Beginning in May 2007, a consultant team began framework planning efforts for a 3,200 square mile study area bounded by Gila River on the north, SR-87 and Overfield Road on the east in Pinal County, the Tohono O'Odham Indian Community and Barry Goldwater Range on the south, and 459th Avenue on the west in Maricopa County. This study is the second framework effort in the MAG region since the conception of the regional freeway network in 1960 and the Hassayampa Study in 2008, to establish a network of transportation facilities to meet the buildout travel demand. The Transportation Review Committee, MAG Management Committee, Transportation Policy Committee, and MAG Regional Council have received a briefing on the project's framework recommendation for the Hidden Valley study area. The Management Committee and the Transportation Policy Committee recommended acceptance.

5E. Arizona Department of Transportation Red Letter Process

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include: 1) Notifications: ADOT will periodically forward Red Letter notifications to MAG. Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings. If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action. 2) Advance acquisitions: ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors. Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action. With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis. For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded. In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT. ADOT has

forwarded a list of notifications from January 1, 2009, to June 30, 2009. Of the 140 notices received, 31 had an impact to the State Highway System. This item was on the agenda for information and discussion.

5F. Transportation Regional Planning Roles and Responsibilities Update

The Regional Council, by consent, approved (1) Option 1: Programming Consolidated at MAG; (2) forming a MAG transit committee; (3) addressing potential budget issues regarding the Regional Public Transportation Authority and Valley Metro Rail in the development of the FY 2011 MAG Unified Planning Work Program and Annual Budget; and (4) directing MAG staff to report back to the Executive Committee in 90 days or sooner with a plan on progress regarding the remaining options including a budget analysis of the options. At the June 13, 2009, MAG Regional Council Executive Committee meeting, staff provided an update on working group discussions regarding transportation regional planning roles and responsibilities. The working group, which includes representatives from MAG, the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (METRO) met on July 16, 2009. On September 21, 2009, the Executive Committee discussed four options that had been developed by the working group and recommended approval of Option 1: Programming Consolidated at MAG; forming a MAG transit committee, addressing potential budget issues regarding the Regional Public Transportation Authority and Valley Metro Rail in the development of the FY 2011 MAG Unified Planning Work Program and Annual Budget, and reporting back to the Executive Committee on progress in 90 days or sooner with a plan on progress regarding the remaining options including a budget analysis of the options.

5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve several projects, including Arizona Department of Transportation projects and PM-10 Pave Unpaved Road projects for FY 2011 and FY 2012. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5H. 2010 Census New Construction Program

The 2010 Census is only seven months away. To ensure that all new housing units are counted, jurisdictions need to complete the New Construction program Registration Form. The Registration Form was sent to the highest elected official and census liaison at each member agency in August 2009. The form needs to be completed by each jurisdiction, signed by the jurisdiction's highest elected official, and returned to the U.S. Census Bureau by its deadline of October 8, 2009. The 2010 Census New Construction program will help ensure that the U.S. Census Bureau's address list is as complete as possible by Census Day, April 1, 2010. The New Construction program is the opportunity for every MAG member agency to submit city style mailing addresses for units constructed after the address

canvassing operation was completed. MAG will be offering assistance to all agencies participating in the program. This item was on the agenda for information.

6. Update on the American Recovery and Reinvestment Act of 2009: Reallocation of Unused Funds – Policy Options

Eileen Yazzie, MAG Transportation Programming Manager, reported that the Management Committee and Transportation Policy Committee recommended reprioritizing the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate. She advised that the focus of her presentation was on the Highway ARRA Funds, and policy discussions on the Local ARRA funds would begin at the Transportation Review Committee meeting the next morning. Ms. Yazzie noted that a newly updated status report on ARRA funded projects, which was revised September 29, was at each place. Ms. Yazzie noted that some minor comments from member agencies were incorporated into the update.

Ms. Yazzie stated that her presentation would focus on the review of the timeline and upcoming deadlines, Highway ARRA projects, Transit ARRA projects, MPO/Local ARRA projects, the status report on the projects funded by ARRA, and discussion and recommendations. She noted that the ARRA funds for transportation in the MAG region for highways, local/MPO projects, and transit total approximately \$300 million.

Ms. Yazzie stated that in March 2009, the MAG Regional Council established a deadline of November 30, 2009, for the ARRA funds designated to the MAG region for local projects to be obligated, and the federal obligation date for all ARRA funds is March 2, 2010. Ms. Yazzie noted that on September 14, 2009, MAG was notified by Federal Highway Administration that the obligation deadline for unobligated funds due to project savings is September 10, 2010.

Ms. Yazzie addressed the Highway ARRA funds of approximately \$130 million programmed by MAG. She stated that the MAG Regional Council approved a rank ordered list of 13 projects for funding that totaled about \$194 million. Ms. Yazzie stated that originally five projects (priority order #1, #2, #4, #5, and #6) were programmed, but due to lower costs, two additional Highway projects (priority order #7 and #8) in the MAG region could be funded with ARRA funds. Ms. Yazzie noted that project #3 was SR-802, which is not ready to proceed. She advised that even after funding the two additional projects, there is currently \$14.6 million available to program due to lower costs.

Ms. Yazzie stated that the requested action is that the projects to be funded with available ARRA funds be reprioritized based on their project readiness in order to meet the March 2, 2010, deadline. Ms. Yazzie stated that there is a backup list of projects that could be funded with ARRA funds based on project readiness.

Ms. Yazzie addressed Transit ARRA funds, and noted that the Regional Council approved a list of Transit projects for ARRA funding that had been forwarded by the Regional Public Transportation Authority (RPTA) Board. She advised that there is no backup list for transit projects. Ms. Yazzie said that Transit projects are coming in under estimate, and it is anticipated that there will be unobligated,

available Transit ARRA funds. She stated that on September 17, 2009, the RPTA Board recommended approval of programming ARRA Transit funds, due to a lower cost bid from a Mesa park and ride project, to two other Mesa park and ride projects, and these projects were shown on the project change sheet. Ms. Yazzie stated that Transit ARRA discussions have taken place mostly at RPTA and its committees will continue discussions through October. She advised that any policy recommendations would be reported back to the Regional Council.

Ms. Yazzie addressed the MPO/Local ARRA funds and noted that due to project bids coming in lower than expected and some programmed projects not expected to meet the November 30 deadline set by the Regional Council, unobligated, available MPO/Local ARRA funds are anticipated. Ms. Yazzie said that detailed discussion and analysis will start at the Transportation Review Committee meeting the next morning and will continue through the MAG committee process in October.

Ms. Yazzie stated some policy options have been identified, and she noted that the key factors are project eligibility and project readiness to obligate by March 2, 2010. She said that unprogrammed/available MPO/Local ARRA funds could remain allocated to the local jurisdiction to be reprogrammed to another project, based on project eligibility and readiness or unprogrammed/available MPO/Local ARRA funds could go back to the region for Local, Highway, and Transit projects. She stated that staff will work with ADOT and FHWA to ensure that projects are ready to go.

Ms. Yazzie stated that the November 30, 2009, deadline was discussed by the Management Committee and concern was expressed that local projects will still be under development and not obligated by that date, but would be able to obligate by March 2, 2010. She noted that the Management Committee discussed that the policy issues related to Local ARRA funds would be discussed further and considered in October, beginning with the Transportation Review Committee meeting the next day.

Ms. Yazzie explained the format of the status report on ARRA funded projects by saying that a check mark means that the project development is complete and a date indicates the completed or estimated completion date. Ms. Yazzie requested that members review their projects with their staff and let MAG staff know if there are any changes. Vice Chair Schoaf thanked Ms. Yazzie for her report and asked members if they had questions.

Mayor Smith stated that it is important to ensure that the stimulus funds are spent. He stated that some months ago, a framework was set up on the Highway and subregional allocations to accomplish this. Mayor Smith stated that there is still some work to be done on the subregional portion of the funds, but with the reprioritization previously decided on the Highway portion, he moved that MAG reprioritize the American Recovery and Reinvestment Act (ARRA) Highway project list that was originally approved by the Regional Council on February 25, 2009, with the reprioritization based on the ability to obligate these funds determined by project readiness and that action on the MAG regional sub-allocation portion of ARRA be delayed until further discussion in October. Chair Neely seconded.

Vice Chair Schoaf asked members if they had questions. Hearing none, he called for a vote on the motion, which passed unanimously.

Supervisor Mary Rose Wilcox joined the meeting and was welcomed and presented with her Regional Council membership certificate by Vice Chair Schoaf.

Supervisor Wilcox expressed that she was excited to be on the Regional Council. She stated that she had been a supervisor for 18 years and this was her first time on the Regional Council. Supervisor Wilcox commented that her colleagues finally realized that Democrat or Republican, all are equal and share County government. She expressed that she looked forward to working with all of the Regional Council members. Supervisor Wilcox was applauded.

7. Building a Quality Arizona Update

Bob Hazlett, MAG Senior Engineer, stated that the statewide transportation planning framework program has been underway for a couple of years. He stated that the framework study process began here at MAG and spread statewide. Mr. Hazlett stated that the Building a Quality Arizona (BQAZ) initiative was begun by the Arizona COG/MPO Association and has been a continuing effort with the Hassayampa Framework Study and the Hidden Valley Framework Study. Mr. Hazlett stated that the effort also includes the MAG Regional Transportation Plan that is undergoing an update and the MAG Transit Framework Study. Mr. Hazlett noted that the Central Phoenix Framework Study to examine the interior of Loop 101 using the framework study process will get underway soon. Mr. Hazlett noted that present tonight to answer questions were Jim Zumpf, project manager for the Arizona Department of Transportation, and John McNamara, the project manager from AECOM for the Hidden Valley and Hassayampa Studies, who would be delivering the BQAZ presentation.

Mr. McNamara stated that the work begun at MAG in 2006 established the foundation for the statewide framework planning program. He said that as the Arizona COG/MPO Association looked at what MAG had accomplished, it called on the State Transportation Board, the Governor, and ADOT to carry the process statewide, and as a result, four framework studies, in the Central, Western, Eastern and Northern in segments of the state, were conducted in 2008. Mr. McNamara noted that these studies, along with the MAG and PAG work, became the foundation for the statewide transportation program. Mr. McNamara stated that the Statewide Rail Framework Study was added in December 2008 because it became obvious that rail would be a significant part of our future. He commented that since then, President Obama and Congress made rail a part of the stimulus program.

Mr. McNamara said that rather than reading the Arizona 2050 Transportation Vision he would point out key words that sets it apart from previous long range planning efforts. He said that looking back at the Wilbur Smith plan for the Phoenix area and all of the changes that have occurred, even more changes are anticipated looking out to 2050, such as more multimodalism and more choice in terms of transportation. Mr. McNamara stated that in the future enhanced technology in fuels, more close linkage between land use and transportation decision making, economic development decision making, and responsiveness to the natural environment are expected.

Mr. McNamara stated that the Arizona 2050 Transportation Vision is not cost constrained and is intended to be the foundation for the state statute-mandated long range transportation plan, which will focus on a cross-constrained 20-year horizon and a series of five-year capital plans.

Mr. McNamara stated that the Guiding Principles of the Arizona 2050 Transportation Vision include supporting safe and efficient mobility and access, promoting a sustainable development pattern that links land use and transportation, supporting economic growth, considering Arizona's environment and natural resources, supporting energy independence and climate change initiatives, and improving the overall quality of life. Mr. McNamara noted that Smart Growth and the Climate Change Action Plan have been woven into this vision.

Mr. McNamara stated that the collaborative process they conducted included extensive public involvement, with approximately 100 to 150 meetings held, and utilized a committee structure, similar to the MAG committee structure, leading up to the State Transportation Board. He stated that the process to develop the regional frameworks and the overall statewide scenario was modeled on the Hassayampa and Hidden Valley Studies.

Mr. McNamara stated that the extensive environmental scan looked at existing and future conditions, whether natural, manmade or socioeconomic. He stated that the regional framework studies formed the basis along with the MAG and PAG work and strategic direction from various industries. Mr. McNamara stated that three scenarios evolved that are currently under consideration, and he added that they are on their way to making a recommendation on a scenario from the three, which will become the basis for the state's long range cost constrained program. Mr. McNamara commented that he believed the recommended scenario would probably be a hybrid of the three scenarios.

Mr. McNamara stated that Scenario A: Personal Vehicle Mobility assumes that the predominant method of travel will be the personal vehicle; that vehicle technology and efficiency (types of vehicle and fuel) will evolve over time; that there will be a modest increase in transit investment; and that land use policy direction will remain as is today and not much coordination with economic and land use decision making.

Mr. McNamara stated that Scenario B: Transit Mobility assumes an emphasis on enhanced transit use; a shift to using transit for regular trips (work, school, shopping, etc.); more travel choices, including looking at rail connections, and land use patterns remaining such as they are today.

Mr. McNamara stated that Scenario C: Focused Growth is more holistic look at planning and includes a balance of roadway and transit investments, more transportation investments focused on economic activity centers, more coordination with Pima and Pinal Counties, and reduced vehicle trips.

Mr. McNamara stated that the scenarios were modeled with the statewide travel demand model and he noted that they have a number of common features. For roadways, the common features include enhanced capacity on all Interstate highways in the state, development of east and west high-capacity alternatives to I-17, a high-capacity bypass south and west of metro Phoenix, and enhanced capacity through new and improved facilities in the Sun Corridor Megapolitan region. He said that common features for transit/rail include transit to varying degrees, expansion of intercity bus service to activity centers and tribal communities, and enhanced capacity through new and improved facilities in the Sun Corridor Megapolitan region. Mr. McNamara stated that coordination took place with bordering states and Mexico.

Mr. McNamara addressed the Sun Corridor by saying that the vast portion of population and employment, currently at 60 to 70 percent, will evolve to about 75 percent in this corridor over the next 40 years. He said that as a result, there is a significant investment in all three scenarios in this area, such as widening I-10 to ten lanes between Phoenix and Tucson, a new North-South Freeway corridor from the East Valley to Eloy, the I-11/Hassayampa Freeway concept, implementing the Arizona Parkway system, widening rural state highways, and significant transit investments, such as high-capacity bus, commuter rail, intercity rail, high-speed rail, and intensifying urban transit services.

Mr. McNamara stated that the last piece of the effort is the Statewide Rail Framework, which has identified 13 strategic opportunities in passenger and freight areas, such as commuter rail in the MAG and PAG regions that could evolve into intercity rail between Phoenix and Tucson and options for high-speed rail with potential connections to places like Albuquerque, Colorado Springs, Boulder, and Denver, and Las Vegas. Mr. McNamara stated that freight rail opportunities include improvements to Class I rail lines (Union Pacific Railroad and Burlington-Northern Santa Fe), working with the short line railroads that feed into the railroads, and economic development through inland ports such as Punta Colonet. He stated that the study will present some alternatives and best practices on how rail coordination could be more centrally focused so that the state speaks with one voice. Mr. McNamara stated that currently, the Corporation Commission deals with one piece, ADOT another piece, and so on.

Vice Chair Schoaf thanked Mr. McNamara for his presentation, and expressed appreciation for all of the work that had been done and continuing the work in the future. He asked members if they had questions.

Mr. Zubia expressed his appreciation to MAG, in particular, Dennis Smith and Eric Anderson for providing the base framework for the study. He stated that MAG is the best transportation planning organization in the state and one of the best in the nation. Mr. Zubia stated that MAG showed leadership in bringing this process to the state. He said that it is a new process that he felt would be successful. Mr. Zubia also extended his appreciation to AECOM.

Mr. Smith acknowledged that Mr. Hazlett was the architect behind the framework studies. He said that we would not be at this point without Mr. Hazlett's passion to go around the state with the COG/MPO Association and being the project manager of the Hassayampa and Hidden Valley studies. Mr. Smith expressed that Mr. Hazlett had done a great job. Mr. Hazlett was applauded.

Mayor Smith stated that the word "vision" was used in the presentation and it is not easy to present a vision. He expressed appreciation that real data were used along with looking to the future and creating a true vision. Mayor Smith stated that there are many factors and he was unsure how this will play out, but he would rather have that discussion and have blueprints to reference when planning for Arizona in order to make it a great state. He indicated there is a lot of work that must be done before Arizona reaches its full potential. Mayor Smith expressed his appreciation for the work and presenting it in a way that stretches the imagination.

Vice Chair Schoaf expressed his gratitude on behalf of the Regional Council. He stated that these kinds of planning efforts launch the type of dialogue that Arizona lacked in the past and will allow us to plan its future and accomplish something for our grandchildren.

8. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

Dean Giles, MAG Environmental Division staff, addressed the Council on the status of remaining MAG approved PM-10 Certified Street Sweeper projects that have not requested reimbursement. Mr. Giles stated that the implication of delaying reimbursement was first reported to the MAG Management Committee at its June 2009 meeting. He stated that a status report was provided to the Management Committee at its October 2009 meeting, and since then, progress has been made on the number of sweeper reimbursements received.

Mr. Giles explained that for street sweepers, the funding that is used to reimburse agencies is contained in the MAG Unified Planning Work Program and Annual Budget. Mr. Giles noted that over time, there has been a delay in some agencies requesting reimbursement for street sweepers, in some cases up to three years. He added that this results in obligated federal funds being carried forward in the Work Program.

Mr. Giles stated that the Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. Mr. Giles noted that the most recent street sweeper funds were approved by the Regional Council in July for FY 2009 Closeout. MAG notified member agencies that received funding that to assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter, which would be September 11, 2010.

Vice Chair Schoaf thanked Mr. Giles for his report. No questions from the Council were noted.

9. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative issues of interest. He said that he would report on the FY 2010 Appropriations and status of Reauthorization. Mr. Pryor stated that the today Congress adopted a continuing resolution to carry through funding for 30 days at the FY 2009 level. He indicated that Congress hopes to pass a full FY 2010 Appropriations in October.

Mr. Pryor then provided an update on Reauthorization. He said that the new federal fiscal year begins October 1, 2009, and this ties in with the expiration of SAFETEA-LU at midnight September 30, 2009. He said a new reauthorization is not on the horizon and we are talking about extensions. Mr. Pryor reported that the House supported a three-month extension and the Senate supported an 18-month extension as offered by the White House. He indicated that there may be a compromise and support for a three-month extension. Mr. Pryor reported that 15 minutes before the Regional Council meeting began, staff found out there would be no vote that evening. He advised that there is a 30-day provision

in SAFETEA-LU and there was still an opportunity to work on the legislation. Vice Chair Schoaf thanked Mr. Pryor for his report and asked members if they had questions.

Councilwoman Neely stated that she is in Washington, DC, and has been having conversations on transportation. She reported that there seems to be a buzz among other states that there is some rescission funding on projects that may have been approved. Ms. Pryor stated that there have been offerings to repeal rescission. He explained that in the current Authorization there is a provision to take back monies that were outlined in the broader Authorization. Mr. Pryor stated that when each fiscal year arrives, it is not always funded to the full amount year after year. This accumulates year after year. Mr. Pryor added that this is not hard money that comes to the state, but is more of an accounting practice. Mr. Pryor noted that the repeal discussion is ongoing and has been offered as part of the extension compromise. He said that he will monitor what occurs. Councilwoman Neely asked Mr. Pryor to keep the Executive Committee updated if that rescission is not repealed and where the dollars might affect funding flow.

10. Request for Future Agenda Items

Vice Chair Schoaf stated that this is a new item on the Regional Council agenda. He said that it was added as a result of the effort that the Regional Council remain transparent. Vice Chair Schoaf stated that Regional Council members are welcome to suggest items they would like to have considered for discussion at a future meeting, which will undergo a review by the appropriate MAG subcommittees and eventually back to the Regional Council through the Executive Committee. He asked if there were any requests.

Mr. Arnett stated that he received a presentation that there are some companies that are developing the ability to track lane mile usage via the Internet. He remarked that with increasing numbers of hybrid and electric vehicles using the roads, the use tax is not keeping pace with need. Mr. Arnett offered to send information on new technology that might start the dialogue for a methodology whereby the tax rate funding the use of highways could be changed.

Mr. Smith stated that he had a recent discussion with a MAG staff member working on performance measurements about purchasing some of these services in order to update MAG's information. He noted that Mr. Arnett's request would be brought to the Executive Committee, along with Councilwoman Neely's request for a rescission item.

Vice Chair Schoaf encouraged members to bring forward issues and they will bring them through the process to try to have them on the Regional Council agenda.

11. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Councilmember Barker expressed appreciation to those who presented the framework studies at the Central Arizona Association of Governments (CAAG) meeting last week. She added that they were very interesting and well done.

12. Adjournment

There being no further business, Mr. Zubia moved to adjourn the Regional Council meeting. Mayor LeVault seconded, and the meeting adjourned at 6:00 p.m.

Chair

Secretary